

PAPERS READ

BEFORE THE

LANCASTER COUNTY HISTORICAL SOCIETY

MARCH 5, 1909.

"History herself, as seen in her own workshop."

LINCOLN CENTENARY NUMBER.

LINCOLN'S VISIT TO LANCASTER IN 1861; AND THE
PASSING OF HIS CORPSE, 1865.
MINUTES OF MARCH MEETING.

VOL. XIII. NO. 3.

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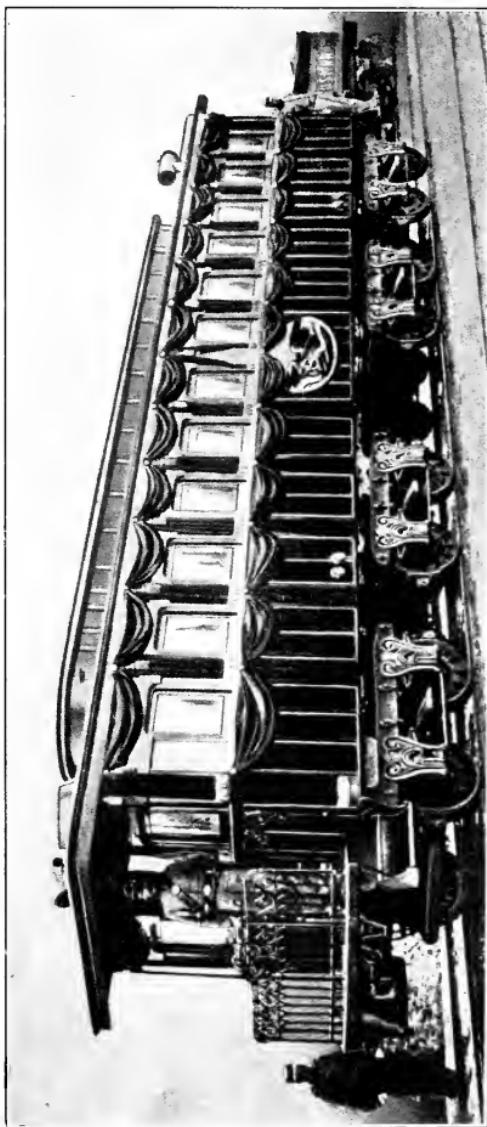
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THE LINCOLN FUNERAL CAR.

Lincoln's Visit to Lancaster in 1861; And The Passing of His Corpse in 1865.

In this paper I will endeavor to carry out the request made by this Society of me a month ago. I am by your direction to narrate the events connected with Lincoln's eighteen-minute stop-over in Lancaster on the 22nd of February, 1861, while on his way to his inauguration as President. An event of eighteen minutes' duration, already nearly half a century in the past, must, of course, have been very important if anything of value connected with it can be brought forth after so long a lapse of time. In performing this task I have consulted persons living who were present at the event in 1861, persons who took part in it, and the newspaper reports made of it at the time of its occurrence.

Preparations to Receive Him.

Lincoln started from Springfield, Illinois, on the 11th of February, 1861, the day before his fifty-second birthday. As soon as it was known that he would come to Philadelphia on his way our citizens were anxious to get him to stop off here. Accordingly a notice was put into the Daily Express that a public meeting would be held in Lancaster to appoint a committee of citizens to wait upon Lincoln's manager, Colonel Wood, and get him to agree that Lincoln should make a short stop-over here. The Express of

February 14, 1861, says that, pursuant to this notice, a public meeting of the citizens was held in Stueben Hall. This hall was located, according to Mr. John F. Sehner, 82 years old, on the second floor of the Franke Brewery, on North Prince street, in the rear of what is now Hotel Roslyn. It was a room in which the Germans met and discussed matters in general.

At that meeting John J. Cochran was called to the chair and W. P. Brinton and R. W. Shenk were made secretaries. I can not find out how largely it was attended nor the character of the speech-making; but it is recorded that O. J. Dickey, Esq., moved that the chair appoint a committee of twenty citizens, without distinction of political party, to go to Philadelphia and meet President Lincoln and his managers. The committee appointed consisted of O. J. Dickey, Esq., Chairman; George M. Steinman, William Carpenter, A. H. Hood, Gen. B. A. Sheaffer, H. W. Hager, J. M. W. Geist, Henry E. Leman, Dr. Thomas Ellmaker, Thomas Baumgardner, George M. Kline, R. H. Long, B.F. Bear, Edward McGovern, John F. Huber, Benj. F. Rowe, Charles M. Howell, Edward J. Zahm, David Fellenbaum and Joshua W. Jack. The committee of twenty was ordered to meet at the office of O. J. Dickey the next evening, Thursday, February 14, at seven o'clock. In his office the details were arranged and communications opened with Lincoln's representative. As I shall show a little later, they had great difficulty in securing the assent of Colonel Wood to the stop-over here and, indeed, not until nearly midnight on the 21st of February, at Philadelphia, was the desired end accomplished.

Local Military Enthusiastic.

The military organizations of Lancaster also became enthusiastic and active; and, as it was uncertain whether Lincoln would stop here or not, these military bodies all made arrangements to go to Harrisburg, where it was sure that Lincoln was going to make a stop and a speech. The Lancaster Fencibles seem to have taken the lead. On the 15th of February they held a meeting, reported in the Daily Express of the 16th, and passed a resolution that they would attend the event in Harrisburg, which was called "The Inauguration of the Stars and Stripes On the Dome of the Capitol," at which event Lincoln was to speak. The Pennsylvania Railroad Company showed its patriotic spirit by agreeing to transport all military bodies from Lancaster free.

In the issue of the Express on the 18th of February, 1861, the time when Lincoln's train would pass through Lancaster is mentioned and it is stated that the train would arrive from Philadelphia about noon right after the mail train. The paper also states that it can promise the people that Lincoln's train will be delayed here long enough to give the citizens a chance to see and hear him. This is all that appears in the way of accounts until the event itself happened.

Incidents of the Trip.

But in the issue of the 19th of February some interesting items are given of the happenings on the trip of the President from Springfield to Philadelphia. At a little town in Ohio, where the train was to stop a minute, the principal man of the town had a speech on a few sheets of foolscap paper ready to deliver the minute the train stopped, but as Lin-

coln had been getting all kinds of advice from all sources since his election, it seems, before reaching the station, from the window, he noticed the expectant orator standing on the platform with his manuscript opened and ready to begin. And he hinted to the conductor that the train, instead of stopping, should simply slow down and then move on again. And the disappointed speech-maker had to be satisfied with the same glory that was accorded his brethren, that of cheering with the crowd, seeing the President bow and seeing the train vanish in the distance. At a place called Morrow a beautiful bouquet of white camelias was given him. At Northeast Station, Ohio, a flag with the words "Fort Sumter" on it, displayed in large letters, was waved, but the President apparently did not notice it in his short speech at this place. He said, however, that some young lady from that town had sent him advice to let his whiskers grow, which advice, he said, he followed, and if she was in the audience he would be glad to see her. It proved to be a half-grown, pretty girl and she advanced to him, whereupon he kissed her. At Girard several beautiful baskets of fruit and flowers were passed in to him and Mrs. Lincoln, who with their two boys had joined Lincoln's train some time previous. No doubt this fruit could not be eaten because with the intense political feeling all over the country and some rebel sentiment here in the North, it could not be known whether the fruit was poisoned or not. At the same place an apparition of Horace Greeley with a valise and well-known red and blue basket boarded the train and got off at Erie, about twenty miles distant.

Refused to Stop Here.

The President's start, however, from Philadelphia is another highly interesting chapter. In an account written by one of our Committee, Mr. J. M. W. Geist, it states that the Committee in Philadelphia met at the room of Chairman Dickey, at Girard House. Special railroad arrangements were then discussed between the committee and officers of the railroad and the locomotive finally decided upon was "No. 161," being one of the new Gill & Co. patent coal bunker and smoke consumers. It was a new, beautiful and powerful engine, rebuilt at the Altoona shops. The description goes on further to tell that the engine is beautifully trimmed with National flags and evergreens under the supervision of Laferty, the trainmaster. The engineer was Mr. E. R. Black, while Mr. Franciscus took the general conducting of the train. Mr. Franciscus was one of the general managers of the railroad and a man of high capacity. Mr. Franciscus requested of Colonel Wood that the Lancaster Committee should have invitations or tickets issued to them to go up on the special train with Lincoln. He was surprised to find that it was not yet decided in Colonel Wood's mind that Lincoln could stop at all in Lancaster and thus our committee redoubled their efforts and worked with Mr. Franciscus to get Colonel Wood to agree that Lincoln could stop. Colonel Wood first refused on account of the experience they had at Trenton and said that the car could not stop under any condition until it reached Harrisburg. I can not tell what the experience at Trenton was, but it seems that the crowd was so dense

that the schedule was considerably delayed and that when Lincoln was gotten from the train to where he was to speak it was almost impossible to get him to the train again. There may also have been some hostile demonstrations.

Lancastrians' Appeals Effective.

Finally, through the efforts of Mr. Hacker, President of the Common Council of Philadelphia, Messrs. Dickey and Sheaffer got an interview with Colonel Wood, Lincoln's manager, near midnight on the 21st, who after their strong appeals decided to allow the train to stop eighteen minutes in Lancaster and that Lincoln might speak at the Cadwell House provided the passage was clear from the depot to the Cadwell House and back again to the train; but not under any other considerations. Therefore, when the train reached Lancaster the passage was found open and clear the minute the train stopped. Had this not been so Colonel Wood would not have allowed Lincoln to leave the train.

Dawn of Eventful Day.

And now the morning of the 22nd of February dawns. A beautiful picture presents itself in Philadelphia. Lincoln, accustomed to early habits, is on the balcony at the State House at seven o'clock. Fifty thousand people are out and have jammed Chestnut street, Fifth and Sixth streets and the Plaza before the State House with a solid mass of humanity. The sun is just rising. Lincoln appears on the balcony or an offing on the second story of the State House. The signal shot is fired and Lincoln touches a certain device which sends the flag to the top of the staff to

mingle its colors with that of the sunrise. He then makes a brief speech, in which he says that all the political sentiments he ever had he drew from the Declaration of Independence; and that the Declaration promised that the burden must be lifted from all men's shoulders and all men have an equal chance; that such is the meaning of the Constitution of the United States as he understands it; and that he would rather be assassinated on that spot than give up any of those principles.

Lancastrians on Train.

At the time of starting from Philadelphia the pressure for tickets for the special train on which Lincoln was to ride was immense, says the correspondent in the article found in the Express of February 22, 1861. A committee of two hundred Philadelphians expected to go on that train, but none succeeded in getting on except Mr. Hacker, President of the Common Council of Philadelphia. Colonel Wood said that he would not issue another ticket. Therefore, the persons who came up with Lincoln on that train were Lincoln's wife and their two children, Colonel Ellsworth and the appointed guards; the Lancaster committeee in the coach following Lincoln; Mr. Hacker and members of the Assembly in the coaches in the rear; and such secret service men in secluded parts of the cars as were thought necessary, of which we have no information.

The Start From Philadelphia.

The special train left Philadelphia on time. But to get Lincoln out of the great mass of humanity at the State House to the special train which

was standing on the west side of the Schuylkill river in West Philadelphia was the problem. Everybody expected that Lincoln would take the train down in old Philadelphia, the real terminal station. But to outwit the crowd the railroad authorities and Colonel Wood had arranged that Lincoln would pass through the rear of the State House and enter a carriage waiting for him, and be driven to West Philadelphia, where, unknown to the people, the decorated train was waiting. Not until he was near the train in the flying carriage was it known and then the shout went up, "Here he comes," and a great mass gathered just as he boarded the train. All parties who rightly belonged or the train were now on, those who were entitled having preceded Lincoln. The correspondent of the Lancaster Express states: "The train is now thundering over the tracks at a rate that exceeds 'fast line.'"

Let us now note some of the events which happened on the memorable trip. At Haverford Station, practically the seat of Haverford College, a large crowd had gathered, as they gathered at all stations. The train slowed up in passing by and Lincoln went on the rear platform and bowed to them. It was described as a large crowd of Quakers. The train slowed up at Paoli and the President again appeared and bowed to the multitude. At Downingtown the train stopped four minutes and Lincoln appeared and shook hands, but made no speech. At other stations the train moved slowly and Lincoln appeared and bowed to the crowds, the largest being at Coatesville.

An Incident at Leaman Place.

At Leaman Place the train stopped four minutes, likely that the engine might get water. Lincoln, in response to a large crowd calling and cheering, appeared and said he was too unwell to say much to them. The strain was eventually telling on him. One can imagine that the probability of assassination preyed on his mind continually. However, he did make a short speech here and expressed his pleasure on entering the great county of Lancaster, says the report. He thanked the people for their friendly greeting and concluded by saying that he had merely come out to see them and let them see him, in which he said he had the better of the bargain. As soon as he returned to the coach there were loud calls for Mrs. Lincoln and he brought her out upon the platform. He being very tall and she very short, he said to them, "Now you see the long and the short of it." A correspondent writing recently to the New Era under the letter "S" speaks of this stop at Leaman Place and says, in addition to what I have quoted, the young men from the Paradise Academy rushed to the car, headed by Ezra Witmer, who presented the President with a large bouquet. In their efforts to shake hands with such a distinguished man Mr. Lincoln said: "I am sorry I can not speak to each one here, but I can only shake hands with that old gentleman and little boy," who were standing near. The little boy was Reese L. Himes, of Kinzer's, now one of our Justices of the Peace. John Weaver, also in an article to The New Era of February 4th, says that he recalls this incident and that the old man was Mr. Samuel Brua, who lived at Brua's Mill, near Paradise, now Fisher's Mill, at La

Park. Mr. Brua was quite old, but he, too, pressed forward to shake hands with Mr. Lincoln, but the younger and stronger of the crowd would always push him back. Mr. Lincoln seemed to notice it at last and said as he refused their hands, "I'll shake hands with that old man first." Mr. Weaver says that this made a deep impression on the minds of the assemblage, especially as Mr. Brua was not at all friendly to Lincoln politically.

The Express correspondent now says: "We are now approaching the City of Lancaster and the boom of the first gun of the National salute reminds us that a cordial reception on the part of the citizens of this great county awaits 'the coming man.'" In crossing Conestoga bridge Mr. Lincoln got out on the platform and took a view of the surrounding country, of which he expressed great admiration to the members of the Lancaster committee.

Dr. Ellmaker's Recollections.

In getting up this narration of the events connected with Lincoln's visit to Lancaster I have interviewed a large number of old people. The most interesting was the rehearsal of the trip from Philadelphia to Lancaster given me by Dr. Thomas Ellmaker at his house on East King street, on the 16th of February, this year. Dr. Ellmaker is 84 years old and lives at No. 207 East King street, this city. He is the only surviving member of the memorable committee that went to Philadelphia to complete the arrangements to have Lincoln stop here and to escort him to our town. Mr. Ellmaker began by saying that he knew Lincoln before 1861, having met him several times. He says that the committee went down to Philadelphia on the evening of the 21st of February and the next

morning about daylight several of them went to hear and see him at the State House. He says that Lincoln's manner was very intense in that speech and that the climax of it was the famous utterance referring to the flag which he had just sent up, "I would rather be assassinated on this spot than give up anything that flag stands for." This, he says, Lincoln fairly shouted and as he did so raised up the knee of one of his long legs and slapped it violently with his hand. It is, even at this day, pathetic to think how prophetic Lincoln spoke that sentence, for on the 23d of April, 1865, his assassinated body lay in state in the State House almost immediately under the spot where he spoke that sentence four years earlier. Dr. Ellmaker says that the members of the Lancaster committee wore red ribbon badges, different from any other kind there, so that they could be distinguished by Colonel Wood. He then also told me of the difficulty in making the stop-over at Lancaster sure and the midnight meeting with Colonel Wood to induce him to revoke his decision that the train could not stop here. Dr. Ellmaker also says that it was Lincoln's positive direction that the Lancaster committee should occupy the coach next to his and that he desired this so that he could confer with them and give them his attention on the trip to Lancaster; and that others thought that the members of the Assembly ought to have the preference, but he would not have it so. This arrangement was followed, and, says the Doctor, on the trip Lincoln and Colonel Ellsworth came from the President's coach into the coach of the Lancaster committee and spent at least an hour with the Lancaster men talking on various subjects. Lincoln seemed to be in good spirits and admired the

country greatly. The Doctor also said that an engine was sent ahead of the special train to see that the track was entirely clear and that the train made no stops that he remembers except for water. He does not recall the Downingtown stop. He remembers very clearly leaving Philadelphia about nine o'clock; and that when they steamed into Lancaster bands were playing, drums beating and the people cheering and waving their hats and handkerchiefs. But as soon as the train arrived all music stopped, the clear track was made and Lincoln was taken across to the Cadwell House. He said the crowd reached from the Chestnut street bridge out West Chestnut street, up and down Queen street and filled the station. He recalls some rebel sentiment here and says that we had some bad fellows; and that "Bully" Bowman was the terror of the town. He also tells me that business was all stopped, at least for an hour, until Lincoln's train had left, and that the town was profusely decorated. He recalls also that when the speech was finished and Lincoln was going back to his train, shaking hands with the people along the line, he stooped down and picked up a very beautiful little girl in his arms and kissed her. Of the crowd he says there was some military and patriotic organization among it and also some women, but most largely it was made up of men. He says there was a fight in front of the Hubley House in Center Square, in which some prominent man hit one of the bullies over his head. He also recalls what he names "under current of rebel sentiment" in the town.

I ought to note here that which I overlooked, that Dr. Wallace, from Blue Ball, accompanied the President on his way to Washington. He was

an old time friend of Lincoln's and Willie, the President's favorite son, was named after him, so says Henry L. Davis,in his communication to The New Era, on February 9, 1909.

As to the actual events here in this city, there is not much to be said because, while I have interviewed a large number of people, they all tell practically the same story. It may be well to notice, however, that the major body of the military had gone to Harrisburg at six o'clock in the morning of that day and, as appeared a few days ago in The New Era, they consisted of the Fencibles, Captain Franklin, with 35 muskets; the Jones Artillery, of Safe Harbor, Captain Hess, about 40 muskets; the American Fire Company, under the marshalship of Colonel Price, 64 men, equipped; the Union Fire Company, under the marshalship of Charles A. Heinitsh, 40 men, equipped. The American Fire Company took with them the Jackson Rifles' brass band and also the beautiful new silk flag. The Union Fire Company also took a flag, but were unable to get a band together. Previous to starting the bands played a number of patriotic airs.

Train Here on Schedule Time.

The Express, in its issue of February 22, gives a good account of the events in Lancaster of that day and, therefore, I will abbreviate this narration. The article is headed, "Reception of Mr. Lincoln—An Immense Crowd—Great Enthusiasm." It states that a more glorious February morning never dawned than that of that day. When the sun uprose not a cloud floated under the deep blue sky. The air was sharp and bracing. The account then tells of the military associations having started at six o'clock in the morning for Harrisburg, which we have mentioned. It goes on to

state that at an early hour North Queen street was astir with moving crowds. Flags were stretched across the streets at various points and there was every indication of a hearty welcome of the "rising sun" of the Nation. For two hours previous to the arrival of the special train the neighborhood of the depot presented a most animated appearance. The special train arrived precisely on schedule time and its approach was hailed with great cheering. The locomotive was gaily decorated with flags and as it ran into the depot it was greeted with cheering and waving of hats and flags. In addition to the extra police, the Jackson Rifles were on the ground and formed an avenue for the President to pass through.

It may be observed here, too, that veterans of the war of 1812 were present in considerable numbers; and the same day they held a meeting and passed resolutions.

Peter B. Fordney Chief Escort.

Mr. Peter B. Fordney was the chief of the escort guard that took Lincoln across to the Cadwell House, he being two inches taller than Lincoln himself, who was six feet four inches. Mr. Fordney gives us the following account of the events of the day and Lincoln's arrival: "I was on one side of Lincoln and General Sumner on the other when we escorted him over to the Cadwell House. Sumner was a medium-sized man, rather stout, and wore a slouch hat. Mr. Lincoln took my arm. Thomas Dinan, Jacob Goodman, Harry Reed, John Gibson and I were standing on Chestnut street at the edge of the station and Mr. Dickey called on me to assist Lincoln over to the Cadwell House. I being so tall, Lincoln selected me as soon

as he alighted from the car. He took my arm and I took him over. In the hotel he said he recognized me to be the tallest of the crowd and that he was pleased to have an escort of that size in Lancaster." Mr. Fordney then related a later incident and said: "On the fifth day of March, 1861, in Washington, I was walking down Pennsylvania Avenue with several others, when I met Mr. Dickey and several friends from Lancaster. Mr. Dickey asked us whether we would go and shake hands with Lincoln. They all backed out but me; so Dickey took me to the White House to see the President and was about to introduce me to him, when Lincoln said, 'You need not introduce me to that young man; he is the man that escorted me from the car to the hotel at Lancaster.'"

Scenes About Cadwell House.

The scene about the Cadwell House was very inspiring. The streets, windows and balconies were crowded with men, women and children, many of whom stood in the cold all this time in order not to be deprived of their positions. The Cadwell House (at present the Imperial Hotel) was the center of attraction and all available standing room was occupied. Many of the rooms facing Chestnut street were engaged several days in advance in order to hold them for the great day. The arrangements were excellent. Colonel Wood, the President's agent, was so much pleased with the arrangements here that he openly expressed his admiration and stated that they were the best the party had seen since leaving Springfield.

After Mr. Lincoln had been escorted

to the balcony of the Cadwell House, Mr. Dickey, introducing the President, said that it afforded him much pleasure to introduce to the citizens of Lancaster, without distinction of party, "the Hon. Abraham Lincoln, President-elect of the United States."

Mr. Lincoln's Remarks.

Mr. Lincoln was received with great cheering, and, bowing to the crowd, he spoke substantially as follows:

"Ladies and Gentlemen of Lancaster County—I am happy to meet the citizens of this great county face to face, but I do not feel prepared to make a speech to you to-day. I have not the time now nor the strength, and, what is more, have no speech to make. I have come more to see you and let you see me." He then complimented the ladies, and said in this respect he had the advantage of seeing them, and, therefore, had the better of the bargain. As regards the gentlemen he could not say much. "I might make a long speech, as there is plenty of matter in the conditions that exist, but I think the more a man speaks in these days the less he is understood. As Solomon says, there is a time for all things, and I think the present is a time for silence. In a few days the time will be here for me to speak officially, and I will then endeavor to speak plainly in regard to the Constitution and the liberties of the American people. Until I so speak I deem it unnecessary to say more. I would again greet my friends most heartily and bid them farewell."

Although the President's remarks were brief, owing to the short stop he made, he was greeted with the warmest applause. When about to retire from the balcony Mr. Lincoln

was presented with a handsome bouquet by one of the ladies present, for which he courteously returned thanks. Mr. Lincoln then returned to his train, and the cheering was continuous until the cars had passed out of sight.

Personal Recollections of Event.

In addition to the full report recently given by The New Era not much is to be said nor can be said. I can only add the personal recollections of persons who heard it and among them the following:

Mr. Thomas J. Davis says that he heard the speech of Lincoln on the balcony of the old Cadwell House; and that at that time he was a Junior at Franklin and Marshall College. He stood on East Chestnut street about the middle of the street and the leading impression, aside from the speech, which he remembers was that Lincoln wore a tall silk hat and seemed to be ill at ease how to handle it until O. J. Dickey, Esq., took it and held it while Lincoln made the speech.

Mr. George E. Wisner, under a communication of February 14, 1909, says that he was thirteen years old at the time he heard the speech and had the good fortune to be on the line that was made for Lincoln to leave the hotel and to shake his hand, a memory which he greatly cherishes.

Mr. Sig. W. Heinitsch says that he was one of the crowd who heard and saw Lincoln in Lancaster, and that the strongest impression on his mind was that of a very tall man, made taller still by a very high hat and long frock coat, coming out of a very small car, being compelled to stoop as he passed through the door. His appearance in coming out of the jib window

to the balcony was also funny. He says that Lincoln's voice was not strong, but that he heard every word of the speech.

Mr. Charles Buckius, of No. 139 S. Queen street, says that he listened to Lincoln's speech on the balcony of the Cadwell House, and that after the speech he went with William Brady, the famous ax-maker of Mount Joy, across the train to try and hand Lincoln a package which contained four highly polished wood splitting wedges. He says the crowd was so great he could not get near the train until it began to pull out and that they ran along with it until it got to Prince and Walnut streets and there they were able to throw the wedges into the car; and Lincoln accepted them with a wave of his hand.

Mr. E. L. Reinhold, of Marietta, says that he heard the speech and that he remembers distinctly Colonel Elmer Ellsworth coming out of the car with Lincoln. Mr. William O. Marshall says that he distinctly remembers the speech and Colonel Elmer Ellsworth with Lincoln. He says he shook hands with Ellsworth when the party left.

Mr. John Hindman, of Altoona, writes on the 11th of February, that he was in Lancaster at the time Lincoln spoke here and that there was an immense crowd; that Lincoln spoke very plainly and that every word was distinct; that Colonel Ellsworth was standing by him on the portico when he spoke.

Mr. Simon Raub, of our city, also remembers the event distinctly; that Colonel Elsworth was standing by him; and particularly how he closed up his tailor shop where the Fulton Bank now stands, and how everybody else closed up and went to hear Lin-

coln. He says that he was very tall and ungainly and walked somewhat slouchy; that he can best describe him by saying he looked like a tall, retired, old farmer.

Mr. Harry Musselman, with Reilly Bros. & Raub, says that he saw and heard Lincoln in Lancaster; that there was a large crowd; that he remembers him coming out of the second story window of the Cadwell House; that his voice was plain and that he spoke with emphasis. He says, "I think he was a good orator. He spoke the honest truth." Everybody closed up and went to hear him. Mr. Musselman says the sentiment which he remembers most distinctly was that Lincoln said when he got to be inaugurated President that he would discharge the duties of the office without fear or favor.

S. M. Sener, Esq., who was a young boy at the time of Lincoln's visit to Lancaster in 1861, was taken over to the depot by his grandmother. He recalls seeing Lincoln and Ellsworth standing on the balcony of the Cadwell House. He says he was impressed by the height of Lincoln, he apparently being much taller than any other man in the assemblage.

Mr. John Leonard says that he was seventeen years old when Lincoln made his speech in Lancaster and he heard it. It was only a few minutes long. He said he was here only about fifteen minutes. The train waited for him and then went on. Mr. Leonard says that in the afternoon the special train that had taken him to Harrisburg, or the engine and coaches that had kept the track clear, shot back through Lancaster to Philadelphia. He thought that Lincoln went back on the train to go by another way and avoid wreck or injury from a plot, but this was a mistake.

Mr. Thomas McElligott, of the Intelligencer, says that he heard the speech and because he was slender he could slip through the crowd and get near Lincoln. He says that Lincoln was tall and of weather-beaten complexion, and with the high silk hat he wore in walking from the train to the hotel he looked like the tallest man that he had ever seen. Mr. McElligott says that the thing which impressed itself most upon his mind from him was that, "The more a man says the less he is understood" and that this sentiment he has never forgotten; and that the truth of that he sees emphasized every day.

Mrs. Mary S. P. C. Baumgardner says that she recalls Lincoln's speech here and that Mrs. McCleary and Mr. Samuel Hartman and herself were also on the balcony during the speech. She recalls that Lincoln was adept not only in terse argument, but very gracious in his compliments to the ladies, which seemed somewhat a surprise, owing to his general awkwardness.

Lincoln Shown Wheatland.

When the train pulled out Simon Cameron and O. J. Dickey and others were on it and Lincoln expressed a desire to see James Buchanan's nome, "Wheatland." The report of the Express tells us as the train was passing west of Lancaster Mr. Dickey took him to the platform and pointed out Buchanan's home and that Lincoln enjoyed it and the scenery very much.

The Journey to Harrisburg.

One or two more incidents may be noted on the way to Harrisburg. At Elizabethtown and Middletown the train moved slowly and the President bowed to the people. The report goes on to say that flagmen are in sight of

each other all the way. Mr. John Pitcairn, from the West Philadelphia Office, was on board with a telegraph apparatus, to be used in case of accident. Locomotives were also stationed at Parkesburg and Lancaster.

The Centenary Observance.

This ends the first part of the task which was assigned to me by the society. It may be well to add here, briefly, since the day is now past, a note of the observance Lancaster city and county made of the day, on February 12. At 3:15 o'clock in the afternoon exercises were held, which were presided over by the Mayor and participated in by the ministers and the school children, from the balcony and immediately before the Cadwell House where Lincoln spoke in 1861. The day was clear and fine and only moderately cold. The town was profusely decorated with flags and a large crowd assembled to hear the exercises. A marble tablet, containing the inscription that Lincoln had spoken from this place on February 22, 1861, was dedicated. In the evening the G. A. R. posts held anniversary exercises in the Martin Auditorium, which consisted of patriotic songs by church choirs and the audience, short religious exercises and addresses by Rev. J. W. Meminger, H. Frank Eshleman, Esq., and the Mayor, J. P. McCaskey. Various patriotic organizations also celebrated the day in the city and through out the county.

Some Reflections.

One or two reflections may here be indulged in:

(1) How different would have been the observance of the day here, and how much less our joy, had not the committee of Lancaster men in 1861 succeeded in getting Lincoln to stop off.

(2) What a responsibility rested upon our forefathers in the days of 1861, who had charge of escorting the President to Lancaster and had charge of the arrangements, and his safety while he was here, so that no danger or attempt at assassination should befall him while in our care. Had such a dreadful thing happened in our midst Lancaster's fame would have been blackened for one thousand years.

THE LINCOLN FUNERAL TRAIN.

The second part of my task is very brief. That is to give such narration of the facts connected with his corpse passing through Lancaster on its way to Springfield as could be gathered.

The train bearing his body was made up of seven coaches and left Washington April 21, 1865, and consisted of a locomotive, the funeral car and six other cars, all heavily draped in black. At every point vast crowds stood with uncovered heads while the train passed. In city and country the depots were draped. Myron H. Lamson, an enlisted mechanic, served as assistant foreman during the construction of the funeral coach of Lincoln and of its remodelling to receive the President's remains. This coach had been built for the President and his Cabinet and after his tragic death was remodelled into his funeral car. It was photographed and it is in the possession of the Lamson Bros. of Toledo, Ohio. Recently a cut of it has been issued and I submit it as an illustration and part of this paper. The body reached Philadelphia and lay in state in the State House April 23, and, therefore, I think it passed through Lancaster on April 25, 1865. I do not find any accounts of the event, but Dr. Thomas Ellmaker tells me that about fifty to one hundred of the citizens

having learned the time when the train would arrive here went to the depot and saw it pass through, very heavily draped and very solemn. He says all uncovered their heads when it came into the station and stopped for a minute and that they remained uncovered until it pulled out; and that many of the strong men wept.

Train Goes Through Lancaster.

S. M. Sener, Esq., remembers Lincoln's corpse going through Lancaster. His father draped the entire depot in black, which took a whole day. He was assisted by certain of the railroad officials. He thinks it was about the 25th of April, 1865. Mr. Sener says that he was in Philadelphia in 1865 at the time of Lincoln's assassination and remembers having seen the funeral cortege passing up Broad street from the P., W & B. depot at Broad and Prime streets, the remains having been brought there from Washington. The casket was placed in a hearse, drawn by six coal black horses, covered with a heavy velvet canopy. There were also heavy black plumes on the hearse. The procession, composed of the military organizations and other organizations, moved toward the State House. The procession was termed the "mock funeral." The procession passed up Broad street to Chestnut and down Chestnut to Independence Hall, where the body was taken and placed in the East room of the building. Toward evening of the same day the residents, etc., of Philadelphia were admitted on the Chestnut street side, passed around the room and viewed the remains and passed out in the rear into Independence Square. Mr. Sener was one of those who passed around the casket and viewed the President's body. He also says that nothing could be seen of him but his

face, as his body and the casket and everything around it were covered with flowers. The remains were subsequently transferred to the Pennsylvania line, the depot of which was at 13th and Market streets, where Wanamaker's store now is. The funeral car which I have mentioned before, Mr. Sener says, was drawn out Market street with mules until the bridge across the Schuylkill river had been reached, when the engine and the balance of the train were attached to it. It then moved on its Western trip.

Geo. L. Boyle, of this city, was then Station Agent for the Pennsylvania Railroad Company, and he employed the late H. C. Sehner, father of Mr. Sener, to drape the depot properly for the occasion. The draping occupied from about nine o'clock in the morning until three o'clock in the afternoon; and Mr. Sener was nearly all that time on the ladder, the ladder being moved along by two sturdy employees of the railroad from point to point as the draping was done.

Among those who saw the Lincoln funeral train pass through Lancaster was Jonas E. Shenk, of near Levan's Mill, who gives me the additional information that he saw the casket of the dead President through the windows of the funeral car, which was raised on a support so as to bring the bottom of the casket at least level with the bottom of the windows. He says that guards were at either end of the casket, which was heavily draped in black and with the flag. Mr. Shenk was only a small boy then and stood on the stone wall just east of the station to view the train as it passed through.

Mrs. Mary Hamilton Borland, of No. 125 Filbert street, says that when the funeral train went from Philadelphia to Lancaster on its way to Spring-

field she lived in Williamstown; that she saw the train go by. It was draped in black; she lived a little way from the station and had two or three fields to cross to get there. The people gathered there to wait for the train. She never saw so much sorrow expressed by all the people; it seemed as if death had entered into each family. It was not a long train. About two dozen of her neighbors were there with her, she says, to see it; the train went pretty fast, but did not whistle and everything was solemn. She thinks every man, woman and child in the crowd was affected by it and all wept as it passed.

Mr. John Leonard, whom I have spoken of before, says that he was one of the guards who watched over the President's corpse while it lay in Independence Hall. It lay there two days and during that time Chestnut street was crowded up to Broad street. He says that in order to let the people pass by the body they had to charge with bayonets and open a little track along the side of the street for the people to go through and view the dead President. The whole city was draped in black and it was a very sad and impressing event.

This ends the task which was referred to me as fully as I have been able to perform it after so long a lapse of time.

Minutes of the March Meeting.

Lancaster, March 5, 1909.

The regular monthly meeting of the Lancaster County Historical Society was held this (Friday) evening in the Smith Free Library Building. Owing to the absence of the President and Vice President, Librarian Sener was called to the chair.

The name of Mr. James Kelly, of this city, was presented for membership. It will be acted upon at the next meeting.

The committee appointed to audit the accounts of the treasurer presented its report, through Mr. A. K. Hostetter, and after a rather animated discussion of some of its statements the report was received and the committee continued.

Librarian Sener announced the following additions to the Society's library and museum during the month of February:

A cabinet-sized photograph of the old jail in Lancaster, donated by Christian B. McGinniss; "Progressive Pennsylvania," from the author, James M. Swank; volume seventeen of the proceedings of the American Jewish Historical Society; Proceedings of the American Philosophical Society, No. 190; Catalogue of Children's Book Department of the Carnegie Library, 1909; fifteen pamphlet reports and fifteen statistical volumes from the Pennsylvania State Library, among the latter being a copy of Pennsylvania at Antietam; Proceedings of the Lebanon County Historical Society, Volume 4, No. 11; fourth annual report

of the Lancaster Charity Society, 1908; invitation to Union ball, Nov. 4, 1861, at Lincoln inauguration, by Miss Lizzie Shearer; two local postal cards, by D. B. Landis; copy of the Gazette for U. S. by Albert Stumpf; cuts of seal and silhouette of Conrad Beissel.

The paper of the evening was prepared and read by Mr. H. Frank Eshleman, Esq. He had as his subject the visit of President-elect Lincoln to Lancaster February 22, 1861. Mr. Eshleman gave a number of most interesting incidents of the event, including the trip from Philadelphia to Lancaster of the special train bearing the Lincoln party, in which was a committee of Lancastrians who arranged for the reception here. The essayist brought out the fact that it was only by the greatest persuasion the Lincoln special was ordered stopped at Lancaster, it having been the intention to make the run to Harrisburg without any stops. The Lancaster committee succeeded in getting an interview with Lincoln's manager and after great persuasion he gave his consent to have the special stop here eighteen minutes. The Lancaster committee was afterwards congratulated on the completeness of the arrangements for the reception. The paper also embraced an interview with Dr. Thos. Ellmaker, who is the only survivor of the local committee. Mr. Eshleman also gave an account of the trip of the Lincoln funeral train which stopped in Lancaster.

The thanks of the society were extended to the essayist and the paper was ordered to be published in the society's proceedings.

After an interesting discussion of the paper the Society adjourned.



